Rail fare concession

445. SHRI S. MUTHU MANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry is considering to give concession on rail fares to passengers with a hearing impairment; and

(b) if so, the step taken in this regard and the percentage of concession the Ministry is considering to the passengers with a hearing impairment?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No, Sir. However, 50% concession in Second and Sleeper Class Mail/Express fares is admissible to totally Deaf & Dumb persons (both afflictions together in the same person).

(b) Does not arise.

Issuance of complimentary free passes

446. SHRI CHUNNILAL CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway Ministry are issuing complimentary free Passes to the person to travel in higher Class 1+2 upto 1+5;

(b) to whom these are issued and what are the criteria to issue the passes to travel in mail and express trains as well as Rajdhani Express also; and

(c) the reasons for not issuing the passes for the companion to retired rail employees instead of attendant to the retired railway officers?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) As per the guidelines currently in force, not more than 4 persons are included in a Complimentary Cheque Pass and travel in higher class is permitted only in cases where justified.

(b) In terms of the guidelines, complimentary cheque passes for specific jouneys are issued to eminent persons engaged in social, cultural, educational, sports and welfare activities and to persons on medical and compassionate grounds, etc. The facility to travel in mail and express trains as well as Rajdhani express is granted taking into account the circumstances and merits of each case.

(c) Serving/Retired Railway employees who are eligible for First Class Privilege Passes are permitted to take an Attendant in Second Class who is exclusively employed on salary in the personal service of such Railway employees. It had not been possible to liberalise the existing facilities due to wide repercussions.

Introduction of Cellular Phones on Trains

447. SHRI AKHILESH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government propose to introduce cellular phones on trains in order to prevent rail accidents;

(b) if so, the details thereof and the progress made so far in the purchase and installation of the equipment;

(c) whether the Railways are planning to introduce inmarsat telephone system on important long-distance trains; and

(d) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) The Satellite based telephone services have been made available in Mumbai-New Delhi Rajdhani Express, Mumbai-Hazarat Nizamuddin August Kranti Express and Howrah-New Delhi Rajdhani Express Trains. These services are planned to be extended to all the Rajdhani Express Trains by the end of 1997-98. Its extension to other important long-distance Trains would depend upon the success and popularity of the scheme

in Rajdhani Express and logistic problems of providing the service in the these trains.

Development of rail-infrastructure in Backward regions

448. SHRI GYAN RANJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken effective measures for development of rail-infrastructure in backward regions with rich natural resources and development potential;

(b) if so, the details of new approach of Government for development of rail-infrastructure in backward regions of the country;

(c) the steps taken in this regard during past 3 years and projects approved/executed in Bihar out of these projects as on date and new projects proposed/cleared for execution during the past one year in Jharkhand region; and

(d) the funds allocated for these, ongoing and new projects in Bihar during 1997-98?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) This Govt. is according the highest priority to the development of rail infrastructure in backward region of this country, particularly in NE and J&K. A number of new line projects have been taken up all over the country.

(c) and (d) The projects approved in the last three years State-wise alongwith the funds allocated in 97-98 are listed in the statement attached.

Statement

The details of new line going projects in backward, hilly, tribal, remote and desert areas for the last 3 years are as under:

Name of the Project	State	Allocation during 97-98 (Rs. in Cr.)
Mandarhill-Rampurhat	Bihar	5.00
Nandyal-Yerraguntala	Andhra Pradesh	5.00
Kadur-Chickmagalur-Sakleshpur	Karnataka	5.00
Kumarghat-Agartala	Tripura	10.00
Sakri-Hassanpur	Bihar	5.00
Haridaspur-Paradeep	Orissa	10.00
Undhampur-Srinagar-Baramulla	J&K	75.00
Khagaria-Kusheshwarsthan	Bihar	1.00
Harmuti-Itanagar	Arunchal Pradesh	1.00
Muzaffarpur-Sitamarhi	Bihar	0.01
Ganga bridge at Patna	Bihar	15.00
Ara-Sasaram	Bihar	0.01
Giridih to Koderma as the first phase of Girdih-Barkakhana-Ranchi line	Bihar	0.01
Lalitpur-Satna and Rewa to Singrauli	Madhya Pradesh	0.01
Diphu to Karong as the first phase of the line to Imphal	Assam/Manipur Assam	1.00
Bogibheel bridge		15.00
Rail bridge on river at Monghyr	Bihar	10.00